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ESTABLISHED 1841.

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HONGKONG, January 17th, 1901

It was not to be expected that the authorities of Hongkong would take the public into their confidence with regard to the investigations into the murder last week of YEUNG KU WAN, which our correspondent "X" rightly denounces as a gross and daring violation of British territory. If there was any hope of cutting off the retreat of the murderers it lay in reticence as to any knowledge of their whereabouts. But more than six days have now elapsed since the brutal assassination was carried out, and it must be concluded that the criminals have got clear away into Chinese territory. Our correspondent states that only quite recently H. E. TAYLOR, Acting Viceroy at Canton, issued a proclamation offering a handsome reward for YEUNG KU WAN, alive or dead. If the Chinese authorities are unable to disprove this charge, a very serious aspect indeed is put upon the affair. It is alleged that the Acting Viceroy, being fully aware through his agents here that YEUNG, a British subject, was dwelling in a British Colony and there earning his living under the protection of our laws, offered a sum which he knew must incite some ruffians to carry out the desired crime. The guilt of the outrage rests on the investigators, not on the tools; H. E. TAYLOR and his officials, our correspondent says, must be held responsible for the murder. The Chinese Government has never been scrupulous in the means taken to get hold of the persons of whom it considers dangerous politically. Instances of kidnapping will readily be recalled, including the celebrated seizure of SUN YAT-SEN in London, an act of extraordinary audacity which was fortunately frustrated by the vigilance of the home authorities. Only last month Shanghai was agitated by the spiriting

away from the Settlement of KUNO CHAO, a young Reformer, whose return is still only "promised," although his capture took place on the 22nd ult. The event of the 10th inst., however, is a far graver matter. Had the murdered man been a dangerous Chinese criminal flying from justice the step taken would have still been an unpardonable violation of international law. But YEUNG was a British subject, thought still a patriotic Chinaman, and he trusted in the protection afforded him by a British Colony. He was not a criminal, but an honourable man, much esteemed locally, as was shown by the concourse at his funeral. He had every right to look for his protection from such a fate as befell him in his class-room in Gage Street last Thursday. The matter is one which cannot be passed over, and we may feel sure that the Government will not—cannot, indeed, for its own sake—be put off by any excuses from exacting a full reparation from the Chinese authorities. We are not in favour of the violent measures advocated by certain fiery spirits who have let their generous feelings get the better of their discretion over this affair. But we certainly hold that if H. E. TAYLOR is responsible for the proclamation with the issuing of which he is charged he has shown himself totally unfit for holding any longer the post which he now occupies. The rulers of China have, during the past year, been taught a terrible lesson on the dangers of neglecting international rights and conventions. Another is needed, it appears, and it is necessary to see that it is taught to the right persons, that is, to the actual instigators of the outrage. The Canton authorities have the opportunity of clearing themselves, if they can; they cannot do so merely by delivering up the persons of the alleged murderer and his associates for punishment. The actual criminal is the party behind the assassin and his accomplices who did their work so thoroughly last Thursday night, and for the honour alike of this Colony and of the British nation in general the guilt must be brought home to the right persons.

We are requested to state that Mrs. Gascoigne will not be at home this afternoon.

Mr. Carter, of the Royal Canadian Pacific Steamship Company at Hongkong, has gone to Manila, combining a business with a pleasure tour.

The steamer *Merionethshire* brings explosives for the Hongkong Government. She also brought out on her way a general cargo for Singapore.

We call our readers' attention to the notice appearing in another column with reference to tickets for the regatta of the Royal Hongkong Yacht Club.

A hawk fell from a house-top at West Point on Tuesday, and alighted on his head, sustaining injuries to which he succumbed in the Tung Wa Hospital, whither he was removed.

The Telegraph Companies informed us yesterday that both Shanghai cables are interrupted, thus cutting off direct communication with Shanghai and the North, and that telegrams are being posted from Foochow.

The wife of Field Marshal Count von Waldersee, says an American paper, was an American woman, who by marriage to her first husband became Princess von Neer. Her name was Martha Esther Lee, the daughter of an American grocer.

In connection with the murder of Mr. Yeung Ku Wan, the reformer, in his class-room at 52, Gage Street, on the 10th inst., it is stated in well-informed circles that the investigation of the deed has been traced to a high source in Canton. The case is attracting much notice locally, and developments are anxiously awaited.

During the session of the German Reichstag on the 13th ult., the last before the Christmas holidays, Dr. Stöcker, formerly court chaplain, remarked with reference to the situation in China that he had received private letters asserting that the reason the Empress Dowager hates Emperor Kwang Hsi is that the latter has actually become a Christian, having been converted by British and American missionary books that came under his eye. At the close of the session Dr. Stöcker was interviewed by a representative of the Associated Press, to whom he gave a number of corroborative details. His informant was supposed to have been Count von Waldersee, with whom Dr. Stöcker is on terms of intimate friendship.

We quote the following from the *Journal of the American Association of China*:—Toward the forming of a correct sentiment respecting the present troubles in China, the American Asiatic Association of New York has rendered valuable service. Many of those who compose the Association are very prominent in the commercial affairs of the country, while the influence which they exert is wide and extensive. Some of their number have, through many years residence in the East, long been conversant with existing conditions, while all members are deeply concerned in the future of the Chinese Empire. Our efforts to secure an early recognition of the crisis they ally supported from the first, and the continued interest that has been shown, the course has been consistently followed, cannot fail of eliciting for the American Asiatic Association the high regard and approval of Americans everywhere.

The *Peking Gazette* newspaper and press have passed into the hands of a syndicate with a capital of \$70,000. Mr. J. Kennedy, the former proprietor of the concern, has an interest in the venture.

The Sultan of Johore returned to Singapore from Calcutta by the *Catherine* Apsara on the 10th inst. His string of horses came by the same vessel. *Jubilee*, the Sultan's horse, won the Gunny Mesh Cup at the Calcutta Races on the 27th December.

The trial of John Holst for the double murder of his wife Nora in a hotel at Manila, under circumstances already reported, was concluded on the 7th inst. He was declared innocent of the charge, and liberated from custody.

It is notified in the *London Gazette* that Major-General J. B. B. Dickson, C.B., who has been in command of a cavalry brigade in South Africa, is to resume command of the troops in the Straits Settlements, to complete five years in that appointment.

Count de Selier, Portuguese Minister to the Netherlands, returned last month to the Hague, which he left temporarily owing to the difficulties which arose in connection with the withdrawal of the exequatur of the Dutch Consul at Lourenço Marques.

Business men in Portland, Oregon, make a strong bid for the Philippine trade. As soon as the war closed, they founded the "Philippine Trade Association," and sent an agent to the islands to investigate the conditions and make recommendations. Since then they are urging the Government to favour American products in the new customs regulations. This activity of the Portland merchants is another proof of the new life the expansion policy has brought to the Pacific Coast.

Dr. Joseph Parker was very desponding when on the 25th ult. he delivered his Christmas sermon in the City Temple. He narrated some of his editorial experiences while recently in charge of the *Sun*, which he attempted to conduct for a week as an evening paper run on "Christian lines." Dr. Parker declared in his sermon that he sometimes feared that the daily paper would succumb without bettering news, so serious was the drop in its circulation. He blamed the Christian community for the failure of his attempt. He said that "Christians were rapidly becoming invalids, and the church an hospital in which nurses rather than ministers were wanted. True manliness was dead." Altogether his remarks were the reverse of hopeful.

El Noticiero has the following to say with regard to the death of Admiral Terry y Rivas. "In the death of Contralmirante Don Antonio Terry y Rivas, our country has lost one of its most loyal servants and the navy a chief as illustrious as dignified and punctilious." Sr. Terry was born in 1838 and entered the naval college in 1853, from which he graduated as an officer in 1860. After this date his life was an unintermitted series of services to his country, and brilliant triumphs for his military history, obtained in Africa, Mexico, Santo Domingo and Cuba. He possessed a great number of decorations, both Spanish and foreign, winning these by both the dangers of the sea and the conquests of science.

A great sensation has arisen in the English cricket world. A London telegram dated the 21st ult. says that the Marylebone Cricket Club has informed the Lancashire County Cricket Club that the professional fast bowler, Mold, will not be allowed to bowl in future county matches. The decision arrived at by the M.C.C. is the result of a meeting of the captains of the various first-class cricket counties, who, newspapers reports stated, also prohibit the bowling of Gesson (Leicestershire), Roche (Australia and Middlesex), W. G. Quirke (Warwickshire), Mr. C. B. Fry (Sussex), and Captain Hodley (Somersetshire). The county captains are also reported to have threatened to prohibit the bowling of Lockwood (Sussex), Bland (Sussex), Tyler (Somerset), and Mr. F. G. Ball (Essex); if their delivery is questioned by the umpires. This action comes curiously after the recent complaints that batting has assumed the upper hand in first-class cricket.

Among the arrivals by the *City of Rio de Janeiro* yesterday were Rear-Admiral Beardslee and his wife, who are paying a short visit to Hongkong. Rear-Admiral Beardslee entered the U.S. Navy on March 5th, 1850, and graduated at the Navy Academy in June, 1856. He was promoted regularly through all grades, and made Rear-Admiral in 1895. During 1894-97 he was Commander-in-Chief of the naval forces on the Pacific station. In April, 1893, as executive officer of the monitor *Nantuxet*, he participated in the attack on Charleston, and in October of the following year took a prominent part in the capture of the Confederate steam vessel, *Florida* in Bahia, Brazil, which vessel, as prize-master, he brought to the United States. To Rear-Admiral Beardslee belongs the unique honour of commanding the vessel that first took the United States flag through the Suez Canal; this he did when, in 1870, he brought the tug *Palos* to China. When commanding the U.S.S. *Jamestown* in 1879-80, he achieved greater fame by discovering, surveying, and naming Glacier Bay. On February 1st, 1893, Rear-Admiral Beardslee retired from Government service, being then 62 years of age. His marriage took place in January, 1863, a few months prior to the attack on Charleston, when he was wedded to Evelyn, daughter of Mr. Isaac Small, Little Falls, New York. Rear-Admiral Beardslee and his wife go to Manila by the U.S. transport *Garronne*, leaving here in a few days. After a brief stay there, they will return and probably spend part of the winter here.

Mr. Zimmerman, the American millionaire, whose daughter the Duke of Manchester recently married, made his son-in-law a Christmas present of £20,000, covering the Duke's debts.

Colonel Lumsden and his corps arrived in Calcutta on the 2nd inst. at dark and were given a very cordial reception. The route was lined by all the troops, British and native, in the garrison. The streets were gay with bunting. The Calcutta Light Horse Volunteers and Native Cavalry formed the escort with torches and massed bands. General Leach and the Lieutenant-Governor met the train on arrival. The big and enthusiastic gathering was composed of natives as well as Europeans.

The act authorizing the organization of the Municipal Police Force at Manila was passed by the Civil Commission on the 9th inst. after one or two amendments had been made to it as originally formed. Commissioner Wright proposed an amendment to section 2, making it read:—"The officers and men of the Metropolitan Police Force shall be paid, per month, in money of the United States, as follows:—First Lieutenants, \$125; second Lieutenants, \$115; sergeants, \$90; corporals, \$75; privates, \$65."

On the Davis amendment to the Nicaraguan Canal Treaty, which was carried by the U.S. Senate on the 13th ult. by a majority of 65 votes to 17, the *San Francisco Chronicle* makes the following remarks:—"This makes it evident that no treaty can pass the Senate which surrenders to any European power the right to interfere in such measures as this country may choose to take for the protection of any canal built with our money, and the prevention of its use by an enemy in time of war. It does not prove that the canal will not be neutralized, but that it will not be neutralized at the dictation of Great Britain."

The hospital ship *Belief* came into port on 7th inst. and dropped her anchor at 9.30, having made the record time of twenty hours from Iloilo, says a Manila paper, making an average speed of 16½ knots. Major Pery reports one of the most successful trips in the record of this ship. The greater majority of the Southern Islands were visited, picking up invalids, one hundred and fifty of whom were brought to Manila. The list also includes three insane patients. Only one death occurred, and that was while the ship was in Cebu. As to the sea-going qualities of the *Belief*, her officers all speak in highest terms; they point to the fact of her last trip from Nagasaki, Japan, which was made in the tail end of a typhoon. She also struck a typhoon this trip at Capatagan.

## CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

## THE MURDER OF YEUNG KU WAN.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 14th January.  
SIR,—Will the British Government refuse to recognise the gravity of the horrible cold-blooded murder just perpetrated in the Colony? The unfortunate victim, Yeung Ku Wan, alias Yeung Hop Kat, was a British subject, having been born and educated in the Colony. His father was also a British subject and was born in Singapore.

This horrible cold-blooded murder has sent a shiver of grief and sympathy through the Colony, so well was Mr. Yeung known and respected for his sterling qualities. A gross and daring violation of British territory has been committed by the Chinese Government through its representative at Canton. It was only quite recently that the Acting Viceroy, Tak Sow, issued a proclamation offering a handsome reward for Mr. Yeung, dead or alive. Ever since this proclamation parties of men have been despatched from Canton beat on capturing or shooting Mr. Yeung. Consequently, Tak Sow and his officials should be held responsible for Mr. Yeung's murder.

His Excellency the Governor should demand the immediate production of the murderers, and the British Government should take active measures for redress. At present the Colony is full of the Viceroy's secret spies and informers, and assassins are ready for more diabolical crime. I am sure the Hon. E. H. May and Chief Detective Inspector Hanson will leave no stone unturned in their investigations of this horrible crime.

Mr. Yeung has sacrificed his life for Christianity and Reform, but his name will live for ever as a hero and a patriot. His wife and children should be protected and supported by the British Government.—Yours, etc., X.

## THE PRICE OF GAS IN HONGKONG.

TO THE EDITOR OF THE "DAILY PRESS."

HONGKONG, 16th January.

SIR,—I should like to know whether any of your readers can tell me how it is that we have to pay \$3.00 per 1,000 cubic feet of gas in Hongkong, whilst our friends in Shanghai, aside your issue of to-day, pay only \$1.70.—Yours, etc.,

INQUIRER.

## TELEGRAMS.

## "DAILY PRESS" SERVICE.

## RUSSIA AND THE FAR EAST.

LONDON, 15th January, 4.55 p.m.

## RUSSIA'S EXPENDITURE IN 1900.

M. de Witte's budget reports Russia's various expenditures on the Far East during the year 1900. It is estimated that 62,000,000 roubles have been spent in putting the troops on the Amur River and in Siberia on a war-footing. It is too early, M. de Witte says, to submit an account of the entire material loss.

## AN ADVANCE TO THE RAILWAYS.

The estimates for 1901 include a sum of 82,000,000 roubles advanced to the railway companies in Manchuria, resulting on the immediate and direct damage sustained by them.

## RUSSIA'S SUBLIME CHRISTIAN WORK.

The Tsar's proclamation declares his peaceful intentions and the sublime Christian work of Russia.

## RUSSIAN TROOPS IN THE EAST.

Of the Russian army 220,000 are engaged in the Far East, including the troops employed for the protection of the frontier.

## REUTERS' SERVICE.

LONDON, 14th January.

## RISING IN GAMBIA.

A rising in Gambia is spreading and the outlook is grave.

## BRITISH SOUTH AFRICA.

General Lord Kitchener reports that several engagements have taken place in all of which the Boers were repulsed. The losses on both sides were slight. An engagement has occurred at Senekal with Commandant Durnee, in which eight Boers were killed. Eight hundred Boers under Commandant Beyers on Friday cut the wires and attacked Khalfontein, the third station from Pretoria. The garrison of 120 men repulsed the Boers, without loss, after six hours' fighting. Commandant De Wet has flogged and shot the British Agent of the Peace Commission.

## ARRIVAL OF THE "MAINE" AT SOUTHAMPTON.

The hospital ship *Maine* has arrived at Southampton.

## H.M.S. "GLORY."

H.M.S. *Glory* arrived at Singapore on the 9th inst. and proceeded to take 900 tons of coal on board, being expected to leave again for the port on Saturday, the 12th inst. The *Glory* is the smartest flagship that Great Britain has ever sent to the China Station. Built by Laird's at Birkenhead, she has cost a good million or more compared with the *Centurion*, the battleship which is the head-quarters of the present Commander-in-Chief of the China fleet. The *Glory* shows a considerable advance. She is 30 ft. longer, over 2,000 tons heavier, is better protected, and far more efficiently armed. The *Centurion's* barbettes guns are of 10 in. calibre only. Those in the *Glory* are 12 in. of modern design, having a long range, and so mounted that they can be loaded in any position. This advantage is secured by having the loading chamber constructed that it revolves with the guns. Altogether the *Glory* carries four 12 in. twelve 6 in. q.t. eighteen smaller q.t. and two light guns. She is armed with five torpedo-tubes, four of which are submarine. The *Glory* narrowly escaped a serious accident at Portsmouth recently. As she was leaving the harbour, the steam was accidentally turned off from her steering engine, and she nearly rammed the training ship *St. Vincent*, which had several hundred boys on board.

The following is the list of officers of H.M.S. *Glory*:—Captain, F. S. Ingfield; Commanders, W. B. Farquhar, G. E. E. Carey; Lieutenants, H. Christian, F. L. Attenborough, H. G. Innes, W. Wilson, M. R. Best, A. R. W. Sargison; Major R. M. R. F. Percy; Captain R. M. P. Molloy; Chaplain, Rev. C. E. L. Cowan; Fleet Surgeon, C. E. George; Fleet Paymaster, E. H. Banks; Fleet Engineer, D. J. Bonnett; Naval Instructor, E. M. Broadbent; M.A., Surgeons, H. Hutchinson, M.B., G. J. G. Wallis; M.B., Assist. Paymaster, G. B. Keenan; Engineer, F. Peing, H. E. Bicknell; Assist. Engin., C. H. E. Taylor (temp.); E. Groves, F. J. Pedrick (prob); G. E. McEwen, (prob); Gunners, W. T. Oranien, E. Croucher, F. Groves (act); Boatswains, W. R. J. Harris, T. Graham; Carpenter, F. Jewel; Midshipmen, E. B. Pot, G. Blake, F. A. Sommer, E. A. Digby, A. D. Warrington-Morris, O. E. Furl, T. K. Triggs, T. F. P. Calvert, T. S. L. Dorman, A. D. C. Cooper-Kay, J. F. C. Patterson, G. V. L. Norcock, C. P. Talbot, G. H. Dennistoun, C. A. Brown; Assist. Clerks, J. H. Fenn, W. J. Sims.

## LATEST STEAMER MOVEMENTS.

The O. S. S. steamer *Alcinous* left Singapore on 15th inst., and is due in Hongkong on 20th inst.

The C. P. R. steamer *Empress of India* arrived at Yokohama at 11 a.m. on Monday, the 14th inst., and left again at 4 p.m. same day for Kobe, where she was due to arrive at 3 p.m. on Tuesday, the 15th inst.

The N. P. steamer *Braemar* sailed from Tacoma for Japan and Hongkong on the 14th inst.

The N. P. steamer *Tacoma* sailed from Tacoma for Japan and Hongkong on the 15th inst.

## HARMSTON'S CIRCUS.

As announced in our issue of Monday, Harmston's Circus-troupe, which had arrived from Bangkok on Saturday afternoon, pitched their marquee on the Recreation Ground, and the size of the audience which gathered within its spacious interior last night on the occasion of the initiatory performances, must have been gratifying to all concerned. Quite a sea of faces, mounted far upon tier, encircled the whole place, and the general verdict undoubtedly was that the performance witnessed that did not call for favourable comment. There are other circumstances pertaining to the general appointments of the tents that will appeal to the patrons. For instance, the arrangement for the illumination of the "house" were admirable, the seating accommodation of the whole area was excellent, and there was a general cleanliness and comfort observable which are not seen in ordinary circuses. It says much for the management that within a few hours of their arrival the troupe was in possession of all its varied appointments, should be erected and fixed, complete in every detail. Entering the show on the right and left is the menagerie, of which without doubt, the chief feature of interest is the Royal Bengal tiger *Duke*, which is claimed to be without any exaggeration the largest tiger in captivity anywhere in the world. It was born in Tokyo ten years ago in the very cage it now occupies. The two Sumatra tigers and two Java leopards are interesting specimens of the animal kingdom, while there are also a large and highly trained Burmese elephant, and a smaller one named a few miles from the group, where he was being trained in stacking timber for a large Chinese and Siamese syndicate. There are two of India's sacred cattle and a snub-nosed monkey from Mandalay. The smaller cats contain monkeys, squirrels, wildcats, and wildbirds, while almost every species of ground game is represented. The programme opened with some fine French vaulting, in which Gilbert Eldred proved himself a complete artist. It was an exhibition of skill seldom ever seen so far from Europe, those who excel in the art preferring to remain where their efforts meet with better reward. The trick-riding by Eddie le Blonde was a great attraction. His mastery over the animal as he was with a wailing gaily into the ring, and the connection was maintained till she left the arena at the last enthusiastic plaudits. The *Babe*, Burmese elephant and the educated horse *Academy* were put through some astonishing feats, exhibiting the remarkably high instincts of the animals, and unmistakably showing the volume of care which must have been taken in their training. The education of any of the dumb creation for a performance such as the one in review, is not a matter of a moment—it is the reward of a long trial of patience and endurance, and that this point has been reached by the preparatory training is shown, was particularly witnessed the performance of last night. The Imperial Lad, a one of the many features of this evening, consisted of two ladders being brought into the ring, and Mr. Charles Weatherly standing between them on the rings, held them into position; seven or eight other performers, six of whom were ladies, then arranged themselves in various positions on either side, changing quickly at the sound of a bell, and finally the whole assumed the shape of a pyramid between the two ladders. The act was skillfully performed and was received with every show and again with an enthusiastic outburst of applause. The Arab horses were introduced at various stages of the evening, and altogether they appeared to be of an exceptionally fine stamp. They have been trained to an unusual degree of perfection, the one upon which Eddie le Blonde gave some capital executed bare-back performances having only been out a few months from one of the largest and best kennels in Europe. It was remarkable to witness the animal's instinct. Every behest of the ring-master was obeyed with promptness and intelligence. The act part of the evening was a double jockey act. Not only did each jump on to the horse's back from the ground, landing in both sitting and standing postures, but both performers did a feat which the management affirm has never been done before in an arena of that size—namely, jumping together on a barbed horse cantering round the ring. The demonstration of applause which greeted this skillful performance was indeed merited, and was a fitting conclusion to the first half of a very enjoyable entertainment.

The second part of the programme opened with a tangle performance by the Stewart Brothers, and was decided by a launch from a bar suspended at the top of the pavilion, with a swing across, and a double somersault on the way to the other end, where the performer is caught by the hands of his confederate as he hangs suspended by the feet in mid air, is one of the daring exploits of these far-famed artists. But when a dive is made, head first into the net from the uppermost bars, the audience are "caught" in utter amazement. The applause is simply deafening, and continues till the pair return to the ring and repeat their retiring bows. To witness this item alone was well worth the money paid for admission, but other and equally accomplished acts within the arena, followed. Among them, the flexible marvel *Ajax*, whose first appearance inside a bonnet would lead to the impression that he was boneless, and that impression is not lost when he goes through some remarkable contortions to the enthusiastic delight of those assembled. Mrs. Harmston-Love has introduced the famous Arab Stallion *Ali* presented to her by Aga Khan, of the great Mogul stud in Persia, and the performance of this steed was a credit to the training that lady had put through. Half a dozen Arab stallions were put through an interesting drill, marching and countermarching in single file, double file, and four. The jumping stallion *Alibi* is a beautiful and well-trained animal, and the equestrian performance by Mr. George Harmston have only to be seen to be admired. Time and space prevent us from doing justice to the remaining items on the programme. All of them were well sustained, and the evening was brought to a close by the entrance of *Gus Burns* into the stage, who, having been brought to a close, the cage which for that purpose was dragged into the ring by the elephant *Babe*. The first tamer caused the beast to rear at first, and then to crouch at one end of the cage, while a lighted bar was placed in position over it. This being done *Duke* bounded across the bar from one side to the other and went through one or two jumping performances with apparent ease. As the keeper emerged from the cage however, the beast made a spring at the door, which we were told, was done in any quick mind, but was simply a force of habit displayed, and he was held in captivity, and with a view to catch the beast was thrown to him. In short, the performance was well worth the patronage accorded to it. Last night's crowded tent is a safe augury of the future, a successful season is in store for the Circus-troupe in Hongkong. Standing room was not obtainable half an hour after the doors were opened, and the management desire us to state that box-holders should take their seats in good time. There will be a matinee on Saturday at 3.30 p.m.

## ROYAL HONGKONG YACHT CLUB.

Thereafter the Cup presented by officers of the Royal Engineers was sailed for on Sunday last, the course being Channel Rocks, Kowloon Rocks, Meyer's East buoy, Stonecutters' Island and North Fairway buoy, leaving all to port except Meyer's Buoy. Distance 15 miles.

Handicap.	Active	7 min.
Alannah	allow	Dart
Iris	allow	Dart
Bonito	allow	Dart
Maid Marian	3 min.	Sybil
Chanticleer	4 "	Sybil
Gloria	5 "	Thistle
Doreen	5 "	Thistle

A start was made in a fresh easterly wind. Chanticleer starting from close to the Pier and getting the best of it, was clear ahead of the others and stood on to Meyer's Buoy, where she made a few short boards before again crossing to Channel Rocks, which she reached first. In this she should be reckoned lucky, as Meteor, who was close behind at Meyer's Buoy, was left there in a calm and never could get on terms with the remainder. Alannah worked out a clear lead of the remainder, followed by Iris and then Bonito, who seems to have quite lost her form. The wind was now very light and shifty and Channel Rocks were rounded as follows:—

H. M. S.	H. M. S.
Chanticleer	12 48 15 Active 12 57 8
Alannah	12 50 5 Dart 1 1 0
Iris	12 52 52 Meteor 1 1 50
Bonito	12 54 27 Ladybird 1 56 12
Gloria	12 55 12 Sybil 1 58 35
Doreen	12 56 24 Sybil 1 58 35
Maid Marian	12 56 35 Sybil 1 59 22

On the run down to Kowloon Rocks the wind died out for a time and the race was rounded as follows:—

H. M. S.	H. M. S.
Alannah	1 14 33 Dart 1 21 45
Chanticleer	1 16 19 Doreen 1 21 50
Iris	1 17 50 Meteor 1 22 30
Active	1 21 0 Ladybird 1 26 35
Gloria	1 21 10 Sybil 1 29 23
Maid Marian	1 21 12 Sybil 1 29 27
Bonito	1 21 35 Sybil 1 29 27

The Sybil had been grounded shortly after the start on the sunken wall between the Police Pier and Blackhead. Hardly a boat in the lot that has not been on it one time or another, so no one can be supposed at a new comer having found it. The race to Meyer's Buoy was without incident and it was rounded as follows:—

H. M. S.	H. M. S.
Alannah	1 45 52 Maid Marian 1 54 50
Iris	1 46 43 Ladybird 1 54 30
Chanticleer	1 47 5 Meteor 1 55 0
Gloria	1 50 3 Dart 1 56 12
Bonito	1 51 46 Doreen 1 58 35
Active	1 54 35 Sybil 1 59 22

On the run down to the line, Iris and Chanticleer for some unknown reason elected to sail right into Hung Hom Bay and Gloria, who sailed straight down, got across the line ahead of them and almost level with Alannah, the Bonito only a few yards behind and the rest in a bunch a couple of hundred yards further back. There was a bit of a tangle but after a few minutes a light north-westerly wind began. As the yachts crossed it in succession in the order in which they crossed the line, the distances between them increased. Alannah sailing wonderfully, drew out a long lead by the time Stonecutters' was reached, and Bonito passed and Iris, and inside Stonecutters' the three passed Gloria. Chanticleer out in the centre of the channel got a freshening north-west air first and slipped away from Iris and Bonito. Nothing calling for notice occurred on the run home and the finishing times are:—

H. M. S.	H. M. S.
Alannah	4 27 33 (winner)
Chanticleer	4 36 45
Gloria	4 40 44
Iris	4 40 49
Bonito	4 41 9
Maid Marian	4 44 57
Meteor	4 49 5
Active	4 52 39
Sybil	5 1 55
Ladybird	5 7 29
Doreen	5 13 40
Dart	5 23 21
Sybil	5 23 21

## ROYAL HONGKONG GOLF CLUB.

## QUARTERLY MEETING.

IN good golfing weather and with the greens not too keen, members turned out in force for the quarterly meeting. The present holder of the Club Championship was once more in fine form and succeeded in taking all three prizes. He defeated "The Colonel" by 2 holes and for the MacEwen his rounds were 40 and 37, made up as follows:—1st round—4, 4, 5, 3, 3, 4, 4—2nd round—5, 4, 5, 3, 5, 4, 3, 4, 37. Total 77.

Mr. T. S. Forrest	77	0	77
Mr. P. A. Cox	84	16	78
Mr. W. J. Saunders	91	12	79
Mr. H. W. Robertson	93	10	83
Col. Lums, R.M.L.I.	93	10	81
Mr. J. H. T. McMurtrie	84	0	
Mr. A. J. M. Grieve, R.N.	87	2	85
Mr. W. J. Gresson	101	16	83
Com. H. J. Davison, R.N.	106	13	93

(18 entries).			
BOGEY CUP.			
Mr. T. S. Forrest	77	0	77
Lieut. E. L. Field, B.N.	1 down rec.	8	stroke
Mr. J. H. T. McMurtrie	2	"	8
Mr. P. A. Cox	3	"	12 stroke
Mr. H. W. Robertson	3	"	8
Mr. S. Fulcher	4	"	12
Mr. E. M. Richardson	5	"	13
Mr. E. J. Grist	5	"	9
Com. H. J. Davison, R.N.	10	"	10

Com. H. J. Davison, R.N.	106	13	93
(17 entries.)			
Pool.			
Mr. T. S. Forrest	77	0	77
Mr. J. H. T. McMurtrie	84	0	84
Mr. A. J. M. Grieve, R.N.	86	2	84
Mr. E. L. Richardson	101	17	84
Mr. E. J. Crist	99	12	87
Mr. P. A. Cox	103	16	87
Com. H. J. Davison, R.N.	106	13	93
(14 entries.)			

## THE AUSTRALIAN COMMON-WEALTH PRIZE ODE.

The prize of fifty guineas given by the New South Wales Government for the best Commonwealth Day ode has been secured by Mr. G. E. Evans, of Queensland. The following is the opening stanza of the ode:—  
"Awake! Awake! The wings of dawn  
Are beating at the Gates of Day!  
The morning star has been withdrawn,  
The silver vapours melt away!  
Beneath the Sun, and crown  
The shoreward hills, streaming white,  
The forelands, and the mountains brown,  
With gleaming light;  
Flood with soft beams the valleys wide,  
The mighty plains, the desert sand,  
Till the New Day has won for bride  
This Austral land!"

## SUPREME COURT.

Wednesday, 16th January.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR JOHN CARRINGTON, C.M.G. (CHIEF JUSTICE).

LI SHUEN Y. THE WING FONG TAI FIRM.  
In this case the plaintiff sued the defendant for recovery of possession of the tenement No. 19, Jervois Street, \$500 for mesne profits; and he also claimed costs.

Mr. Slade (instructed by Messrs. Wilkinson and Grant) appeared for the plaintiff, and Mr. Robinson (instructed by Mr. Holmes) for the defendant.

The Chief Justice said:—When this case was called on for hearing on the 10th inst. Mr. Slade for the plaintiff submitted that on the pleadings the plaintiff was entitled to judgment for possession of the house claimed in the suit. It is necessary therefore to consider carefully what is the language of the pleadings and what is their effect.

In his petition the plaintiff alleges that on the 12th March, 1899, he let to the defendants the house No. 19 Jervois Street, in Victoria, at a rental of \$85 per Chinese month on a monthly tenancy; that the defendants took possession of the house and continued tenants of it until the 15th March, 1900, when the tenancy determined by a notice to quit given to the defendants on the 16th February, 1900, and that the defendants have since then been in possession of the house. The prayer of the petition is that the defendants may be ordered to deliver to the plaintiff possession of the house and to pay to him \$500 for mesne profits from the 15th March, 1900.

By their answer the defendants deny that the plaintiff let to them the house at a rental of \$85 per Chinese month on a monthly tenancy, save as appears in their answer. They admit that on the 15th February, 1900, they received the notice to quit and deliver up possession of the house on the 15th March, 1900, and that they disregarded the notice and still retain possession of the house. The answer then proceeds as follows:—

"And for a further answer the defendant firm says that it entered into possession of the aforesaid premises 19 Jervois Street on or about the 18th October, 1899, under or by virtue of a certain lease or agreement for lease for the said premises for a term of 30 years from October, 1895, made in favour of the defendant firm by the plaintiff under the name of Lee Pak Yuen Tong and by him executed in his firm name Cheung Loong."

"6. The rent made payable by the defendant firm under the said lease or agreement for lease was \$72 per Chinese month and in addition one half-dollar per Chinese month. The defendant firm duly paid the said monthly rent of \$72 and one half-dollar for the said premises from the 18th day of October, 1895, to the 11th day of March, 1899, and the plaintiff duly accepted the same."

"8. In or about the month of January, 1899, the defendant firm having mislaid the said lease or agreement for lease so executed as aforesaid so informed the plaintiff, first asked him to furnish the defendant firm with a copy thereof, but the plaintiff declared that he had lost his copy of the said lease or agreement for lease, and on or about the 12th day of March, 1899, wrongfully required the defendant firm to pay thereafter rent for the said premises at the rate of \$85 per Chinese month or in the alternative to give up possession thereof."

"9. The defendant firm, fearing lest under the circumstances it should be unable successfully to resist a suit for the recovery of the said premises, paid the said wrongful demand of \$85 per Chinese month on the 30th day of April, 1899, and continued to pay after the said payment, until the 30th day of January, 1900, since which date it has tendered and offered to pay the rent reserved by the said lease or agreement for lease as aforesaid, but the plaintiff has positively refused to accept the same."

For the purposes of the present motion it must be taken that the statements made in the answer are true or at any rate may be true. The effect then of the pleadings is that the defendants, being tenants of the premises in question under a lease for a term of 30 years from October, 1895, granted to them by the plaintiff, with a rent reserved of \$72 per Chinese month, and having lost the lease, were in March, 1899, required by the plaintiff either to pay an increased rent of \$85 per Chinese month or to give up possession of the premises. On the facts stated in the answer, it must be taken that the plaintiff was well aware of the existence of the lease and therefore that he was doing a wrongful act in treating it as non-existent. Instead of resisting this demand, as, on their statement of the facts, they ought to have done, the defendants paid the increased rent under protest and continued to do so for some months. Now, it is quite clear on the state of facts that there is no surrender of the parties. But it is contended for the plaintiff that the conduct of the defendants amounts to a surrender by act and operation of law of the lease and the acceptance of a new demise as monthly tenants; that they are therefore now in possession of the premises under a monthly tenancy; that that tenancy has been determined by a proper notice to quit; and that the plaintiff is consequently entitled on the pleadings to judgment for the recovery of possession of the premises.

The case cited by the plaintiff's counsel in support of his motion is *Lyon v. Reed*, 13 M. & W. 285. The facts of that case are long and somewhat complicated and I need not state them here. The effect of the judgment—which is described in 2 Sm. L.C. 815 as a "profoundly elaborate" one—is thus stated in *Woodfall's Law of Landlord and Tenant*, p. 317:—"The term 'surrender by operation of law' is properly applied to cases where the owner of a particular estate has been party to some act having some other object than that of a surrender, but which object cannot be effected without the particular estate coming to an end by way of estoppel, which word signifies an impediment or bar to a man's invalidating his own solemn act. Estoppel in general is not favoured; they continue no longer on either party than during the lease or during any renewed tenancy; they ought to be mutual, otherwise neither party is bound by them."

The law then is clear that "if a lease be granted to an individual and there be a subsequent demise of the premises by parcel to the same person, that will amount to a surrender of his lease," per *Holroyd v. Thomas*, 3 C. & D. 2 B. v. Ald. at p. 122; 20 R. R. 376.

If we apply these principles to the present case as it stands now, it will be seen that they do not warrant the conclusion that in March, 1899, there was a surrender of the lease by act and operation of law. To adopt the language of *Parker v. B.*, in *Lyon v. Reed*, supra at p. 307, the act of the defendants in remaining in possession and paying the increased rent was "an act which, like any other ordinary act in pais, is capable of being explained, and its effect must therefore depend, not on any legal consequences necessarily attaching on and arising out of the act itself, but on the intention of the parties." Here the pleadings leave the intention of the parties in doubt or rather in dispute. The plaintiff on his part alleges the creation of a monthly tenancy in March, 1899. The defendants on their part deny this and allege that they were lessors for a considerable term of years, that they only paid the increased rent demanded by the plaintiff because they were in a difficult position on account of the loss of their document of title, and that they paid such rent under protest. If this is so, their conduct is quite consistent with the position, not that they accepted a new demise of the premises at a monthly tenancy, and so put an end to their lease, but that they continued in possession under the lease, only paying an increased rent for the sake of quietness and in order not to run the risk of a law suit. How the facts may turn out after evidence has been taken I am of course unable to say, but as they are alleged on the pleadings I am of opinion that the plaintiff has not succeeded in establishing his present contention. The motion must therefore be refused.

Throughout this judgment the term "the plaintiff" has reference to the original plaintiff Li Wun.

Mr. Slade submitted that the burden of proving whether there was a lease or not lay with his learned friend. They were agreed at the previous hearing that the question was lease or no lease.

Mr. Robinson agreed with this and proceeded to open. He said the main facts of the case were already pretty well-known to his Lordship, and he would only very briefly set out the details of his case. His contention was that a lease for 30 years was granted to the defendants in October, 1895. The premises were burned down in April, 1896, and loss of life was occasioned by the fire. The premises were re-built and stood vacant for some time. His clients' manager saw a notice on the premises to apply to the Cheung Loong firm for the leasing of the premises. He saw the master of the Cheung Loong firm and entered into negotiations with him for the leasing of the premises. The terms were easily settled with the exception of the term of years. Thirty years was ultimately agreed upon, and a lease for 30 years was drawn up, the amount to be paid per month being \$72.50. This went on until the beginning of 1899, when the manager of the defendant firm discovered that his copy of the lease was lost. He asked Li Wun for another copy, but that he could make out a new rent book. Accordingly the following Monday a new rent book was made out and the first payment of \$72.50 entered in it. When this was paid the master of the Cheung Loong firm informed the accountant of the Wing Fong Tai that an increased rent would have to be paid in the future. Upon this the manager of the Wing Fong Tai went to the master of the Cheung Loong firm and protested against the proposed increase, but he was unable to make any alteration. After this the defendant firm paid at the rate of \$85 per month until the lease was found in an envelope which contained a policy of insurance.

The Chief Justice—When was it found?

Mr. Robinson said he did not know the exact date, but he thought it was in January or February, 1900. Accordingly, when the next rent was paid it was paid at the rate of \$72.50 per month. The master of the Cheung Loong firm, however, refused to accept this sum. In March, 1900, a writ of summons was issued, and within a few days afterwards the lease was registered at the Land Office.

Evidence in support of Mr. Robinson's statement was read.

The hearing was adjourned.

## POLICE COURT.

Wednesday, 16th January.

BEFORE MR. HAZELAND.

DUTCH MILITARY OFFICER ARRESTED FOR ALLEGED EMBEZZLEMENT.

The Dutch authorities at Java have applied for the extradition of a man named Przylinski, a native of Prussia, on a charge of embezzlement. He was arrested by Inspector Kemp on board the German steamer *Tetartos*, which arrived in the harbour on Tuesday from Java. Przylinski, it appears, occupied the position of military commander of the district of Bangoeang, in Java, and as such is alleged to have falsified the books of that district and misappropriated moneys belonging thereto. At any rate he hid himself away on board the *Tetartos*, hiding in a bathroom, where he was discovered later. Przylinski, when he first boarded the steamer, was dressed in full uniform, underneath which, it has since been ascertained, he wore civilian clothes. When the steamer was out at sea, in a weak attempt to disguise himself, he doffed the uniform and threw it overboard. The alleged defalcations were discovered in time for the Dutch authorities at Java to cable to the police here, and as already stated, the ascending officer was arrested on the German steamer by Inspector Kemp on Tuesday, and a provisional warrant was issued for his arrest and detention and brought before the senior magistrate yesterday morning.

The prisoner is a smart, well-built man of about the middle height, and carries himself with an erect carriage that evidences the profession he follows. He looked to be about forty years of age, and, with the exception of a slight moustache, is clean-shaven. He appeared in court in a black morning coat and trousers—the suit worn underneath the discarded uniform. He acknowledged being a deserter, but denies that he is guilty of embezzlement.

The case was remanded till next Wednesday.

## BEFORE MR. KEMP.

STEALING COMMISSARIAT PROPERTY.

A coolie denied that he stole two kit-bags, value \$2.50, the property of the Commissariat Department, on the 15th inst.

A havildar in the 3rd Madras Light Infantry, who was the complainant in the case, stated that he saw the defendant walking off with the bags, which he picked up on the new parade ground. Seeing that he was observed, the coolie attempted to run, but was captured before he had gone very far.

He was sentenced to two months' hard labour.

## INFIDENT THEFT.

Li Sam, a junkman, was accused of stealing a leather bag of the value of \$21 from the shop

of Joseph P. Cottam, Queen's Road Central, on the 15th inst. He denied it.

The complainant deposed that the defendant entered the shop about noon, picked up the portmanteau, and disappeared with it. Complainant gave chase, and the defendant, who dropped the bag as he ran, was arrested.

The defendant's excuse was as impudent as the actual theft. He declared that he merely picked up the bag to look at it.

Considering, however, how far he got with the portmanteau before he finished looking at it, his Worship sent him to prison for two months with hard labour.

## THE CONFIDENCE TRICK.

At one time not so very long ago reports were received daily by the police of women having been duped in the public street by individuals who represented themselves as having made a big "find." Their *modus operandi* was as follows:—Two men—always went about in couples—would wait about for a likely woman to come along. Having selected their victim, one goes up to her and asks if she will be good enough to direct him to the Central Market, or some such place. While the woman is giving directions, the second man approaches and whispers mysteriously to the first that his friend has just found a roll of notes, but as he is afraid the police might get wind of it, he is anxious to have some one take care of the money temporarily. The friend then cautiously produces what looks like a roll of notes, and lets the woman get a glimpse of it. Her cupidism aroused, she invariably offers at once to take care of the money, which is then passed into her hands. The woman is then asked to put into her pocket at once and not to take it out until she gets home. As she is going off, the friend suddenly remembers that he doesn't know the woman—would she give him something in the way of security? Feeling the substantial roll in her pocket, and inwardly resolved that the "simple" finder will never see it again, she unhesitatingly slips off rings, bangles, etc., and hands them over; or, if she is not possessed of these ornaments, she takes the man home and gives them all the money she can lay hands on. Later on, when she undoes the roll of "notes," she finds that it is simply made up of brown paper, with a dollar bill or a five-dollar bill on the outside to give it a genuine look. One woman, duped in this way, went mad. A number of arrests and convictions followed, and the practice for a time abated. Lately, however, it has to a certain extent revived, and the police are again on the qui vive.

One of these swindlers was arrested the other day. In his possession were found two rolls of cash made up to resemble about ten dollars' worth of twenty-cent pieces, a roll of brown paper bound up in one of the large one-dollar bills, and a dropping out of circulation—and six gold-washed pennies.

The defendant, who is simply charged with the possession of these implements of fraud, was remanded till Monday at twelve o'clock.

## THE WANCHAI CLAN FIGHT.

The twenty-seven coolies who were arrested for fighting and behaving in a disorderly manner in Jetties Barrack on the 3rd inst., when bamboo poles were used and six of their number injured, one rather seriously, were again placed in the dock.

Evidence showed that the first, fifth, and sixth defendants were the ringleaders, and they were fined \$3, or 10 days' imprisonment. The remainder were bound over in personal bonds of \$50 each to keep the peace for six months.

## CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

Yesterday at noon the 14th ordinary annual meeting of shareholders in the above company was held at the company's office, No. 2, Des Voeux Road. Mr. E. Sheehan presided and there were also present Messrs. J. S. Van Buren, J. H. Lewis, Chau Hing Kee (Consulting Committee), A. Babington, F. J. W. Jorge, G. H. Dann, E. G. Harrett, T. H. Reid, E. C. Emmott, C. S. Sharp, A. Dennison, E. W. Terrey, F. M. Gattier, E. M. Mehta, Fung Wah Chuen, and Sui Un.

The notice convening the meeting having been read,

The CHAIRMAN said:—Gentlemen, the printed report and accounts for the year 1900 have been in your hands for some days, and you will wish it I will not read them now. The result of the year's working, I think you will agree with me, is very satisfactory. The gross earnings again show an increase over last year's figures, even after allowing for the increased capital, which, as you know, was not all placed at our disposal till 31st March. We could still employ profitably more funds than we have available at present for our business, and are therefore putting a larger amount this year to the reserve fund, with a view to building it up to a substantial figure in the course of time. Of the \$500,000 new capital authorised last year only \$200,000 was taken up, but very tight at the time, and it did not surprise us that more applications were not received. Under these circumstances it became quite impossible for us to raise the money required to go on with our original intention to build godowns, and the land which we required for that purpose was accordingly resold as soon as possible at a fair profit, the proceeds being utilised at once for loans in the usual way. There still remains \$300,000 of capital unutilised, and we may see some use of it just now. When this has all been got in our capital will be \$1,000,000 paid up and \$1,000,000 unutilised, and I may add in case shareholders have any anxiety on the subject that there is still no intention whatever of calling up the unpaid portion of the capital which forms a second reserve fund of its own and serves as additional security to our creditors and debenture holders. The accounts themselves call for little comment or explanation, but I may say that we are quite satisfied with the securities we hold against our loans and mortgages. If, however, there are any other points on which you would like information I shall be glad if you will mention them now before I proceed to move the adoption of this report and accounts.

There being no questions the report was adopted, on the motion of the CHAIRMAN, seconded by Mr. BARRETT.

On the motion of Mr. TERREY, seconded by Mr. REID, the following were re-elected Consulting Committee:—Messrs. Chau Hing Kee and Lau Tung Shang.

On the motion of Mr. DANN, seconded by Mr. EMMOTT, Messrs. F. Henderson and W. H. Potts were re-elected auditors.

The CHAIRMAN—That is all the business, gentlemen. I am much obliged to you for your attendance. Dividend warrants will be ready to-morrow morning.

BEEF IS THE MOST NUTRITIOUS of all animal food. It takes 40lbs. of the best beef to make 1lb. of Liebig's Company's Extract, i.e. the kind signed J. V. Liebig in blue and now called LEMCO.

## "OUR BOYS" AT CANTON.

[FROM A CORRESPONDENT.]

Canton, 15th January.

A really delightful show came off at the Club Theatre last night, under the hospitable auspices of Mr. Tom Griffith. Though the entertainment was a private one, the audience included the major part of the community; and a fine body of blue-jackets and marines from H.M.S. *Liard* added to the general enjoyment by the undisguised evidence of their own. The sailors' evening was, by Mr. Griffith's forethought, well rounded off by supper and toasts; and we doubt if an audience ever left a theatre better pleased with themselves and their entertainers.

The piece chosen was an ambitious one—no other than the famous comedy of *Our Boys*. Some doubt was expressed beforehand as to whether it was not trying griffin actors a trifle "high." But those of the audience who came prepared to be indulged were forced to abandon that attitude, at a very early stage, for one of sheer delight and genuine, if astonished, admiration. *Our Boys* held its own in London, if we remember aright, for some 40 nights. The Canton community can scarcely run to that; but those who were present last night would certainly welcome a second, and indeed a third, performance, and will long remember one of the pleasantest evenings they ever spent in the Canton Theatre.

The play itself is too well-known to need much recapitulation: Sir Geoffrey Champneys and his son Talbot, the charming girl heiress, and pretty, penniless cousin, the still susceptible aunt, the grimy "slavey"—who might be voted a cinder if she didn't prove herself such a brick! Young Middlewick—too good a fellow to allow his own refinement to be offended by his old father's coarseness; and, finally, the part which James has made immortal, the retired Buttermann—the expert in "Inferior Do-ses!"

Although the dialogue is throughout cleverly written, it is to the Buttermann that fall the plums of the piece. After all these years one may have forgotten them, but on re-hearing, the old funny bits come up with all their former force. "And that, Charles Middlewick, is my allipatum!" for instance, reminding us of Kipling's "harumfodite" and "cosmopolose." And then the old man's tender concern for the Italian warehouseman he undertakes to have been ruined and buried at Herculaneum, is still fresh, as twenty years ago. One of the prettiest touches in the play we thought was where the lodging slavey flings back the Buttermann's tip, suspecting him of bad designs on the young "gen-man." "If that there 'arf sovering," soliloquises the warm-hearted old shoptman, "don't turn into a 'aver before night, my name's not Perkin Middlewick!" And so on.

The part was most admirably rendered by Mr. Harry Hancock, who in every accent and gesture—down to the very twinkle in his eye—gave a consistent and genial interpretation of the kind if vulgar old Burroughs shopkeeper.

His mere appearance put one in a good humour; and the only criticism we can think of is that the laughter he caused sometimes drowned other—and, we suppose, equally funny—parts of the dialogue.

Miss Morris acted the penniless cousin with a refinement, intuition, and finish which was astounding in such an unpractised actress—for, we understand, this was Miss Morris's first appearance on the boards.

Mr. G. W. Pearson as her lover—who covers courage and heart under a Dun-deary imbecility—supported her very ably. The proposing scene between them was admirably given, and Mr. Pearson somehow understood the art of enlisting our sympathies for hidden good qualities, even while drawing our ridicule by his outward inanities.

Space precludes our dwelling on Miss Kate Morris's acting of the heiress and her especially clear enunciation as it deserved. Nor can we do more than record "ong passong"—as the Buttermann might say—our admiration of the Aunt of Miss Violet Morris, the Charlie Middlewick of Mr. Hancock, the spirited little Bolinda of Mrs. Griffith, the Sir Geoffrey of Mr. Lafrantz—a thoughtful and dignified rendering; the Light Footman of Mr. Guter; or the Heavy Butler of Mr. H. W. Hine.

It was not a case of two stars and the rest fire-flies. All were excellent, and worked excellently together to a highly successful issue.

"God save the Queen" closed the proceedings, much enlivened during the entr'actes by some admirable music by the Misses Morris; and "The Bandalero" by Mr. Wolfe—a difficult song well sung.

Time was when the American described the glorious game of golf as "kneeling a guinea pill about a cow pasture and trying to find it." But the material Yankees—who do nothing by halves—have of late gone simply mad over golf. Many Scotch and English professionals have visited the States, and among them was Willie Campbell, who a decade since was among the leading Scotch players. He ran up for the open championship of 1893, was fourth in 1893, and seventh in 1894. A brilliant but rather unfortunate man he will be sincerely mourned on both sides of the Atlantic. He had a quiet pawkie wit. One day he was out with a young amateur who was greatly anxious to excel. Said he to Willie Campbell: "Don



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Japanese Photographer, 14, Beaconsfield  
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HONGKONG  
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Silks, Cashmere Shawls and Ceylon  
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Hongkong, 31st December, 1900. [329]

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Connection made by Company's Steamer to  
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SARKIES BROTHERS,  
Proprietors.  
Hongkong, 16th August, 1900. [221]

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THE SOIL THAT REVIVES THE  
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Scene: A low mud-walled Chinese country  
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Early next morning they have shouldered  
their bundles and are off again; and who notices  
that the motley crowd contains one less than  
the day before, while something lies there  
motionless in that dark room in the house?

None host sits reclining his bubbly pipe,  
grumbling over the smallness of his late lodgers' cash;  
and then goes to weed his plot of vegeta-  
bles till evening, when he is surprised to see  
another visitor at his lonely door.

This is a reputable-looking man, a silk  
merchant from Wuchang, who with his servants  
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Polite salutations, tea, much talk, more tea, and  
all details of family history are interchanged  
with the waterpipe; and when at last the  
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retire—asks for a sleeping place, the innkeeper  
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Hours pass, till in the cold grey of dawn with  
its shadowy dimness, the servant opens his  
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He looks around—his companion is still sleeping  
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He himself was now to test the truth of the story.  
One wild glance he gives round the low-roofed  
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—There is a tightness at his throat as if that  
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Gradually he draws up his feet under him, then  
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long backwards, head over heels, anyhow, crush-  
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Up springs the corpse after him and flung  
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one; innkeeper, servants, coolies, come hurrying  
up, and with difficulty restore animation to the  
unhappy victim, while in the growing light of  
day some one recognises the other as one of  
the band of coolies who had arrived unweary two  
nights before, and whom his road-companions  
doubtless, finding he had died during the night,  
had left there without a word, to save the expense  
and bother of his funeral rites!

A fine sun indeed the innkeeper had to pay  
his guests to have the matter hushed up; but  
some time after the story was related in Wuchang,  
by the brother of that merchant whose  
servant had spent a night on the "Soil that  
revives the dead." What was the truth of the  
matter? Had the servant been "tasting" too  
freely, and afterwards drawn on his imagination  
to save his face? Or had the sick man mistaken  
the other for a robber or worse, and himself died  
of fright? Perhaps someone can throw light on  
the story, which is just told for what it is worth.

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## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	CHUSAN	Brit. str.	—	C. L. Daniel, R.N.R.	P. & O. S. N. Co.	On 19th inst. at Noon.
LONDON	RHIFEU	Brit. str.	—	Day	BUTTERFIELD & SWIRE	On 22nd inst.
LONDON	PROMETHEUS	Brit. str.	—	Day	BUTTERFIELD & SWIRE	On 5th Feb.
LONDON	ALCINOUS	Brit. str.	—	Day	BUTTERFIELD & SWIRE	On 18th Feb.
LIVERPOOL	ACHILLES	Brit. str.	—	Day	BUTTERFIELD & SWIRE	On or about 18th inst.
BREMEN, VIA PORTS OF CALL	PREUSSEN	Ger. str.	—	E. Prehn	MELCHERS & CO.	On 23rd inst. at Noon.
MARSEILLES, LONDON & ANTWERP, V. S'PORE, &c.	WAKASA MARU	Jap. str.	—	J. B. Macmillan	P. & O. S. N. Co.	On 25th inst. at Daylight.
MARSEILLES & LONDON	JAVA	Brit. str.	—	G. W. Gordon, R.N.R.	MELCHERS & CO.	On or about 7th Feb.
MARSEILLES, &c. VIA PORTS OF CALL	MARCO	Ger. str.	—	Day	MELCHERS & CO.	Quick despatch.
MARSEILLES, HAVRE, CHAGEN, & BALTIC PORTS	SIAM	Ger. str.	—	Schmidt	CARLOWITZ & CO.	Quick despatch.
HAVRE & HAMBURG	SAMHIA	Ger. str.	—	Bahlo	CARLOWITZ & CO.	To-morrow, at Noon.
HAVRE & HAMBURG	SILBIA	Ger. str.	—	Braun	CARLOWITZ & CO.	On 9th Feb.
HAVRE & HAMBURG	SIBIRIA	Ger. str.	—	Proesch	CARLOWITZ & CO.	On or about 18th Feb.
HAVRE & HAMBURG	FEEDBURG	Ger. str.	—	Jager	CARLOWITZ & CO.	On or about 28th Feb.
HAVRE & HAMBURG	SAXONIA	Ger. str.	—	Dodwell & Co., Limited	Quick despatch.	On 5th Mar.
NEW YORK VIA PORTS AND SUEZ CANAL	POLARSTERNEN	Brit. ship	—	Douglas	ARNHOLD, KARBURG & CO.	Quick despatch.
TRIESTE, &c. VIA PORTS OF CALL	MARIA VALERIE	Aus. str.	—	Berborovich	SANDER, WIELER & CO.	On 23rd inst. at Noon.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	—	O. P. Marshall, R.N.R.	CANADIAN PACIFIC R. CO.	On 13th Feb.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	GOODWIN	Brit. str.	—	M. J. Curnow	NIPPON YUSEN KAISHA	To-morrow.
VICTORIA, B.C., & VIA KOBE, &c.	IZUMI MARU	Jap. str.	—	Tollison	T. M. STEVENS & CO.	On 23rd inst. at Noon.
PORTLAND (OREGON) U.S.A.	SKARPSNO	Nor. str.	—	J. McIntyre	ARNHOLD, KARBURG & CO.	On or about 16th inst.
PORTLAND, OREGON, &c. VIA JAPAN, &c.	OBATO	Brit. str.	—	J. McIntyre	PACIFIC MAIL S. S. CO.	On 25th inst.
SAN FRANCISCO VIA SHANGHAI, &c.	COTIC	Brit. str.	—	J. McIntyre	O. & O. S. S. CO.	On 29th inst. at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	AMERICA MARU	Jap. str.	—	J. McIntyre	TOTO KISEN KAISHA	On 7th Feb. at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	KYARVEN	Brit. str.	—	J. McIntyre	BUTTERFIELD & SWIRE	On 23rd inst.
SAN FRANCISCO VIA SHANGHAI, &c.	TSINAN	Brit. str.	—	J. McIntyre	BUTTERFIELD & SWIRE	On 19th inst.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 25th inst. at 4 P.M.
AUSTRALIAN PORTS	GUTHRIE	Brit. str.	—	McArthur	GIBB, LIVINGSTON & CO.	On 31st inst. at 4 P.M.
YOKOHAMA & KOBE	MORAVIA	Aus. str.	—	Calabrese	SANDER, WIELER & CO.	On 23rd inst. at Daylight.
KOBE & YOKOHAMA	KAWACHI MARU	Jap. str.	—	J. S. Thompson	NIPPON YUSEN KAISHA	On 1st Feb. at Daylight.
KOBE & YOKOHAMA	BINGO MARU	Jap. str.	—	F. Davies	NIPPON YUSEN KAISHA	To-morrow, at Noon.
NAGASAKI, KOBE & YOKOHAMA	KASUGA MARU	Jap. str.	—	S. Yoshizawa	NIPPON YUSEN KAISHA	On 30th inst. at Noon.
MOJI, KOBE & YOKOHAMA	HIROSHIMA MARU	Jap. str.	—	Flandin	BUTTERFIELD & SWIRE	On 19th inst.
WEIHAIWEI & KOBE	CHANGSHA	Brit. str.	—	G. W. Babot	MELCHERS & CO.	On or about 17th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BANCA	Brit. str.	—	G. W. Babot	P. & O. S. N. Co.	To-morrow, at Daylight.
SHANGHAI, KOBE & YOKOHAMA	KIUKIANG	Brit. str.	—	G. W. Babot	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	WOOSUNG	Brit. str.	—	Crawford	SIEMSEN & CO.	On 19th inst.
SHANGHAI	HSEIHONG	Brit. str.	—	Heuermann	EAST ASIATIC TRADING CO. LD.	On 19th inst. at Noon.
SHANGHAI	LYEEMOON	Ger. str.	—	F. W. Vibert, R.N.R.	P. & O. S. N. Co.	On or about 18th inst.
SHANGHAI	COMMANDEL	Brit. str.	—	K. Suzuki	BUTTERFIELD & SWIRE	On 21st inst.
SHANGHAI	SHANSHI	Brit. str.	—	T. Ogata	MIYOSU BUSSAN KAISHA	On 30th inst.
FOOCHOW VIA SWATOW & AMOY	AKASHI MARU	Jap. str.	—	S. Asumi	MIYOSU BUSSAN KAISHA	To-morrow, at Daylight.
SWATOW	THALES	Brit. str.	—	R. W. Almond	BUTTERFIELD & SWIRE	On 20th inst. at Daylight.
SWATOW, AMOY & TAMSUI	DAIJIN MARU	Jap. str.	—	Webster	SHEWAN, TOMES & CO.	On 23rd inst. at Daylight.
SWATOW, AMOY & TAIWANESE	ANPING MARU	Jap. str.	—	Refle	GIBB, LIVINGSTON & CO.	To-day.
HONGKONG	PERIA	Brit. str.	—	Jardine, Matheson & Co.		On 21st inst. at 5 P.M.
MANILA	BENLAWEEN	Brit. str.	—			On 21st inst.
MANILA	LUENSANG	Brit. str.	—			On 22nd inst. at 4 P.M.

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LEGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
* PREUSSEN	WEDNESDAY ... 23rd January.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY ... 6th February.
* SACHSEN	WEDNESDAY ... 20th February.
* KLAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY ... 6th March.
* BAYERN	WEDNESDAY ... 20th March.
STUTTGART	WEDNESDAY ... 3rd April.
* KONIG ALBERT	WEDNESDAY ... 17th April.
PRINZ HEINRICH	WEDNESDAY ... 1st May.
PRINZESS IRENE	WEDNESDAY ... 15th May.
PREUSSEN	WEDNESDAY ... 29th May.
HAMBURG (Hamburg-Amerika Linie)	THURSDAY ... 13th June.
SACHSEN	THURSDAY ... 27th June.
KLAUTSCHOU (Hamburg-Amerika Linie)	THURSDAY ... 11th July.

ON WEDNESDAY, the 23rd day of January, 1901, at Noon, the Steamship "PREUSSEN," of the NORDDEUTSCHER LLOYD, Captain E. Prehn, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES AND GENOA. Shipping Orders will be granted till Noon on MONDAY, the 21st January, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 22nd January, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 22nd January. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to **MELCHERS & CO.,** AGENTS.

Hongkong, 16th January, 1901.

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY. Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).  
 EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 13th Feb. 1901  
 EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R. WEDNESDAY, 13th Mar. 1901  
 EMPRESS OF CHINA...Comdr. E. Archibald, R.N.R. WEDNESDAY, 3rd April, 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of all Trans-Atlantic Lines. Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 8, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &amp;c., apply to

D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 17th January, 1901.

## NIPPON YUSEN KAISHA

## (THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU	KOBE and YOKOHAMA	FRIDAY, 18th Jan. at 4 P.M.
KASUGA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 18th Jan. at Noon.
E. W. Howell	VICTORIA, B.C. and SEATTLE, U.S.A. via KOBE and YOKOHAMA	WEDNESDAY, 23rd Jan. at 4 P.M.
IZUMI MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID.	FRIDAY, 25th Jan. at Daylight.
WAKASA MARU	SYDNEY, MELBOURNE, and MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 25th Jan. at 4 P.M.
YAWATA MARU	MOJI, KOBE and YOKOHAMA	WEDNESDAY, 30th Jan. at Noon.
HIROSHIMA MARU	KOBE and YOKOHAMA	FRIDAY, 1st Feb. at Daylight.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Queen Road.

A. S. MIHARA, Manager.

Hongkong, 5th January, 1901.

## THE EAST ASIATIC COMPANY, LIMITED.

## FOR MARSEILLES, HAVRE, COPENHAGEN AND BALTIC PORTS.

## EVENTUALLY CALLING AT SAIGON.

## THE Company's Steamship

## "SIAM"

will be despatched as above about the beginning of February, 1901.

For Freight, apply to

MELCHERS &amp; CO., Agents.

Hongkong, 31st December, 1900. [3303]

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:

ADOLPH OBERG, American ship, Amesbury—Standard Oil Co.

Standard Oil Co.

Standard Oil Co.

Standard Oil Co.

Standard Oil Co.

Standard Oil Co.

Standard Oil Co.

Standard Oil Co.

Standard Oil Co.

Standard Oil Co.

Standard Oil Co.

## VESSELS ON THE BERTH

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

## STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

## THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERBIAAN GULF, CONTINENTAL AND AMERICAN PORTS.

## THE Company's Steamship

## "CHUSAN"

Captain C. L. Daniel, carrying Her Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 19th January, at Noon, taking passengers and cargo for the above ports. Suez and Valude, all cargo for France, and for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &amp;c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 9th January, 1901. [1]

## FOR SHANGHAI.

## "LYEEMOON"

Captain Heuermann, will be despatched for the above port on SATURDAY, the 19th inst., at 5 P.M.

This Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to

EAST ASIATIC TRADING CO., LD., Agents.

Hongkong, 15th January, 1901. [227]

## THE OSAKA SHOSHEN KAISHA, LIMITED.

## FOR SWATOW, AMOY AND TAMSUI.

## THE Company's Steamship

## "DAIJIN MARU"

Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 20th inst., at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 14th January, 1901. [15]

## THE CHINA &amp; MANILA STEAMSHIP COMPANY, LIMITED.

## FOR MANILA.

## THE Company's Steamship

## "PERLA"

Captain R. W. Almond, will be despatched as above on MONDAY, the 21st inst., at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOMES &amp; CO., General Managers.

Hongkong, 15th January, 1901. [228]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## STEAM FOR SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE.

(Taking Cargo at through rates to the BRAZIL, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS)

## THE Company's Steamship

## "MARIA VALERIE"

Captain Berborovich, will be despatched as above on WEDNESDAY, the 23rd inst., P.M.

For information as to Passage and Freight, apply to

SANDER, WIELER &amp; CO., Agents.

Hongkong, 12th January, 1901. [6]

## HAMBURG-AMERIKA LINIE

## (FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

## STEAMERS.

## DESTINATIONS.

## SAILING DATES.

SAMBIA { HAVRE &amp; HAMBURG } Noon, 18th Jan. Freight.

Capt. Schmidt { (London with transhipment in Hamburg) } Jan. Freight.

\* SILESIA { HAVRE &amp; HAMBURG } On 9th Feb. Freight and Passage.

Capt. Bahlo { (London with transhipment in Hamburg) } Feb. Freight.

\* SIBIRIA { HAVRE &amp; HAMBURG } About 18th Feb. Freight and Passage.

Capt. Braun { (London with transhipment in Hamburg) } Feb. Freight.

FREIBURG { HAVRE &amp; HAMBURG } About 28th Feb. Freight.

Capt. Proesch { (London with transhipment in Hamburg) } Feb. Freight.

SAXONIA { HAVRE &amp; HAMBURG } About 5th March. Freight.

Capt. Jager { (London with transhipment in Hamburg) } March. Freight.

\* These steamers have superior accommodation for passengers and carry a doctor and a stewardess.

For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ &amp; CO., AGENTS.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 15th January, 1901. [13]

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

## FOR SHANGHAI, KOBE, AND YOKOHAMA.

## STEAMERS.

## TO SAIL ON.

## REMARKS.

SHANGHAI, KOBE, AND YOKOHAMA { BANCA } Daylight, 18th Jan. Freight only.

AND YOKOHAMA { G. W. Babot } 18th Jan. Freight only.

LONDON, &amp;c. { CHUSAN } Noon, 19th Jan. See Special Advertisement.

{ C. L. Daniel } Jan. Freight only.

SHANGHAI { COROMANDEL } About 18th Jan. Freight or Passage.

{ F. W. Vibert, R.N.R. } Jan. Freight or Passage.

MARSEILLES AND LONDON DIRECT { J. B. Macmillan } About 7th Feb. Freight or Passage.

{ G. W. Gordon, R.N.R. } Feb. Freight or Passage.

PASSENGER SEASON, 1901.

s.s. PLASSY ... 7,240 tons March 30th } MARSEILLES AND LONDON DIRECT

s.s. SOBBAON ... 7,382 tons April 27th } Without Transhipment.

For Further Particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 17th January, 1901. [1]

## NORTHERN PACIFIC

## STEAMSHIP CO.

## PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

## FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

## Steamer.

## Tons.

## VESSELS ON THE BERTH.

## OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL
LONDON	"RHIPHEUS"		On 22nd Jan.
LONDON	"PROMETHEUS"	Day	On 5th Feb.
LONDON	"ALCINOUS"	Palford	On 18th Feb.
LIVERPOOL (Taking Cargo at London Rates)	"ACHILLES"	Brown	About 18th Jan.

For Freight, apply to

BUTTERFIELD &amp; SWIRE,

AGENTS O. S. S. Co.

Hongkong, 12th January, 1901.

[3025]

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
HONGKONG	NINGPO	On 17th Jan.
SHANGHAI	KIUKIANG	On 18th Jan.
WEIHAIWEI and KOBE	CHANGSHA	On 19th Jan.
SHANGHAI	WOOSUNG	On 19th Jan.
SHANGHAI	SHANSHI	On 21st Jan.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE, via MANILA	TSINAN	On 19th Jan., 4 P.M.

For Freight or Passage, apply to—

BUTTERFIELD &amp; SWIRE, AGENTS.

Hongkong, 17th January, 1901.

[3284]

## U.S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Jan. 22, 1901, at NOON.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURS., Feb. 14, 1901, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Mar. 12, 1901, at NOON.

THE Company's Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 22nd January, 1901, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 29th December, 1900.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANTOO.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 23rd January, at DAYLIGHT.

For Freight or Passage, apply to THE NITSUI BUSSEN KAISHA, Agents.

Hongkong, 9th January, 1901.

## VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS-POSTE FRANCAIS.  
STEAM FOR  
SAIGON, SINGAPORE, BATAVIA, COLOMBE, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.  
LONDON, HAVRE, BORDEAUX, ALSO

## PORTS OF BRAZIL AND RIVER PLATE.

A date to be fixed later on the Company's Steamship "MANCHE," Captain Dapelo, with Mails, Passengers, Specie and Cargo, will leave this port for SAIGON. This steamer will tranship her Cargo at Saigon to the s.s. *Salazie*, which vessel takes on her Passengers and Mails for Marseilles and Ports of Call.  
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.  
Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.  
For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 10th January, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "KVARNEN" On 23rd Jan.

THE Steamship "KVARNEN" will be despatched for SAN FRANCISCO via MOJI, KOBE, YOKOHAMA and HONOLULU, on WEDNESDAY, the 23rd January, 1901.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 15th January, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Feb. 7, 1901, at NOON.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Mar. 2, 1901, at NOON.

NIPTON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Mar. 23, 1901, at NOON.

THE Twin-Screw Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 7th February, 1901, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 14th January, 1901.

## VESSELS ON THE BERTH.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"MORAVIA,"  
Captain Calabrese, will leave for the above places on WEDNESDAY, the 23rd inst., at DAYLIGHT.  
For Freight or Passage, apply to SANDER, WIELER & CO., Agents.

Hongkong, 16th January, 1901.

OREGON AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION COMPANY.

PROPOSED SAILINGS FROM HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

TAKING CARGO TO JAPAN PORTS, THE UNITED STATES, AND CANADA.

THE Steamship

"ADATO,"  
2,145, Captain J. McIntyre, will be despatched on FRIDAY, the 25th January, 1901, for PORTLAND (OR.) via MOJI, KOBE and YOKOHAMA.

To be followed by the Steamship "MONMOUTHSHIRE," to leave on or about 10th February next.

Through Bills of Lading issued to any point in the United States and Canada.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be accepted at the Office of the Undersigned until the same time. All parcels should be marked to address in full.

Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond Portland (Or.), should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.).

For further information as to Freight rates, &c., apply to ARNHOLD, KARBURG & CO., Agents.

Hongkong, 12th January, 1901.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to Call at MANILA.

THE Steamship

"POLARSTJERNEN" will be despatched for the above ports about the end of January, and will be followed by the Steamship "POLMINA" about the middle of February.

For Freight, apply to DODWELL & CO., LD., Agents.

Hongkong, 17th January, 1901.

BAILEY & MURPHY.

CONSULTING ENGINEERS AND SURVEYORS.

60 & 62, DES VŒUX ROAD.

Telephone No. 187. Telegrams "Contract."

W. S. BAILEY, M.E. MECH. E.

E. O. MURPHY, WH. SC. A.M.I. MECH. E.

Hongkong, 4th January, 1901.

AMERICAN MACHINERY.

WE HAVE OPENED A MACHINERY DEPARTMENT, and are prepared to furnish Prices, &c., on STEAM ENGINES, GAS and OIL ENGINES, BOILERS, PUMPS, LATHES, DRILL PRESSES, PLANERS, PNEUMATIC TOOLS, WOOD WORKING MACHINERY, HOISTING MACHINERY, SAW MILLS, MACHINISTS' SMALL TOOLS, BUILDERS' HARDWARE, &c.

Made in America (U.S.A.) Prices quoted f.o.b. New York, or c.i.f. Hongkong.

REUTER, BROCKELMANN & CO., Hongkong.

Hongkong, 3rd December, 1900.

CARMICHAEL & BARLOW,

CONSULTING ENGINEERS, SURVEYORS, AND CONTRACTORS, QUEEN'S BUILDINGS.

DESIGNS and Specifications prepared for any class of Steamships. Launches and light draught vessels a speciality. Contractors for the supply and erecting of any type of machinery. New work and repairs supervised. New and second hand Launches for Sale. Telegrams, "CARLEST," Hongkong.

H. F. CARMICHAEL, B. J. BARLOW.

Hongkong, 1st June, 1899.

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE. Absolutely Smokeless and Water-resisting. The Best Nitro-Powder in the World. PRICE OF 12-NORE CARTRIDGES—Loaded with With Powder Powder only. and 1 oz. of Shot.

Primrose Cases ... \$5.65 \$7.40  
Pegamoid Cases ... 6.25 8.00  
Ejector Brass Cases ... 6.90 8.65

5 per cent. discount on orders of 1,000 and over.

Apply to WM. SCHMIDT & CO., Gunmakers, Hongkong.

Hongkong, 27th July, 1897.

WING CHEONG.

Dealers in JEWELRY, PEARLS, DIAMONDS, GEMSTONES, JADESTONES, CARVED IVORYWARE, SILKS, and GRASS CLOTHS.

AND GENERAL EXPORTERS.

We beg to inform the Ladies and Gentlemen of this Colony that we commenced Business on the 11th April, 1900, and we solicit their kind patronage.

No. 1 & 3, D'AGUIAR STREET, Behind Hongkong Dispensary.

Hongkong, 5th April, 1900.

## TO LET.

## TO LET.

BISNEE VILLA, POKFULUM ROAD

Apply to— LINSTEAD & DAVIS.

Hongkong, 1st December, 1900.

TO LET—FURNISHED. (Till 30th April, 1901.)

BISHOP'S LODGE, South, Peak.

Apply to— LINSTEAD & DAVIS.

Hongkong, 16th January, 1901.

OFFICES TO LET.

2ND FLOORS of Nos. 62A and 64, QUEEN'S ROAD CENTRAL.

Apply to— ON CHAI & CO.

2nd Floor No. 52, Gage Street.

Hongkong, 15th January, 1901.

GODOWNS TO LET.

A T WANCHAI and WEST POINT

Apply to— EDWARD OSBORNE, Secretary.

Hongkong & Kowloon Wharf & Godown Co., Ltd.

Hongkong, 6th December, 1900.

TO LET.

FOR Six Months from Next Spring, a FURNISHED HOUSE, near Bowen Road, 5 ROOMS.

Apply to— P.

Care of Office of this Paper.

Hongkong, 5th December, 1900.

TO LET—FURNISHED.

2 AND 3, GOUGH HILL, PEAK, from middle of April.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 4th January, 1901.

TO LET.

With Immediate Possession.

TWO UNFURNISHED BEDROOMS, with BATH ROOM accommodation.

Situation Central. Monthly Rental \$35 each.

Apply to— G. R.

Post Office Box No. 65.

Hongkong, 15th January, 1901.

TO LET.

WITH IMMEDIATE POSSESSION.

A SPACIOUS ROOM, suitable for an OFFICE, on N.E. corner of THIRD FLOOR, PRINCE'S BUILDINGS.

Apply to— S. J. DAVID & CO.

Hongkong, 10th July, 1900.

TO LET.

OFFICE on 1st FLOOR BEACONSFIELD ARCADE, No. 9.

"THEEYRE," at PEAK; FURNISHED

For Particulars, apply to— R. C. WILCOX,

8, Beaconsfield Arcade.

Hongkong, 12th January, 1900.

TO LET.

A HOUSE in RIFON TERRACE.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 9th October, 1900.

TO LET.

WITH IMMEDIATE POSSESSION.

NOS. 37 and 39 SECOND FLOOR and THIRD FLOOR of No. 59, QUEEN'S ROAD CENTRAL.

Apply to— POHOOMULT BROTHERS.

Hongkong, 9th January, 1901.

FURNISHED HOUSE TO BE LET.

NO. 14, BELLIS TERRACE, for Nine Months certain. Tenancy can commence on 1st April next.

For Terms and Particulars, apply to— F. R. P.,

Care of Daily Press Office.

Hongkong, 1st January, 1901.

BOARD AND RESIDENCE.

MRS. GILLANDER.

"GLENWOOD,"

21, CAINE ROAD.

Hongkong, 20th September, 1900.

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.

Apply to Mrs. MATHER,

2, Pedder's Hill.

Hongkong, 1st January, 1892.

BOARD AND RESIDENCE.

MRS. SIDNEY JEFFREY.

"VERITAS,"

BEACH ROAD WEST.

FELIXSTOWE, SUFFOLK, ENGLAND.

Hongkong, 28th August, 1900.

AMERICAN SYSTEM OF DENTISTRY

